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thirds of the premium. This regulation does not include domestic servants or agricultural laborers. Every person insured receives, in the event of sickness, medical attendance, medicine, etc., free. If he is invalided, he receives at least one-half the average day's pay for each working day that he is incapacitated. These benefits continue for thirteen weeks if the sickness lasts so long. A sum of money is also granted to the relatives in case of death for the expenses of the funeral, etc. Insurance against illness is carried out by the clubs for the sick, every trade possessing one.

Accident insurance is practised to a far greater extent than insurance against illness. All persons, in round numbers 18,000,000, employed in industry and agriculture, are subject to it, as well as subordinate trade officials and small contractors. Among the latter are included about 4,000,000 small landowners. Every person included is by law insured against accidents occurring during the time he is actively occupied in business, even though the victim himself or a third party is proved to be the responsible cause of the accident. Every sudden occurrence connected with industry is to be regarded as an accident. This, however, does not include results brought about by long-continued employment, for instance in mercury works, tinder factories, lead works, etc. Insurance against accident guarantees compensation to injured persons. All the expenses of recovery are defrayed, as well as a cash payment for the time during which the patient is incapacitated for work, not, however, exceeding two-thirds of the average earnings of the foregoing year. These payments do not commence until fourteen weeks after the accident, up to which time the sufferer is entitled to support under the insurance against illness. In case death results from the accident, the widow and children receive annuities and the funeral expenses are defrayed.

Inability to work as the result of old age is provided for by the law of insurance against incapacity to work and old age.

The SURGEON-GENERAL.

ITALY.

Report from Naples.

NAPLES, ITALY, November 17, 1902.

For the week ended November 15, 1902, the following steamships were inspected at Naples: November 10, the steamship *Vancouver*, bound with passengers and cargo for Boston. There were inspected and passed 718 steerage passengers and 205 pieces of large baggage; 900 pieces of baggage were disinfected by steam. The rejection of 95 steerage passengers was advised. November 12, the steamship *Nord America*, bound with passengers and cargo for New York. There were inspected and passed 527 steerage passengers and 150 pieces of large baggage; 700 pieces of baggage were disinfected by steam. The rejection of 30 steerage passengers was advised. November 12, the steamship *Victoria*, bound with passengers and cargo for New York. There were inspected and passed 409 steerage passengers and 110 pieces of large baggage; 700 pieces of baggage were disinfected by steam. The rejection of 22 steerage passengers was advised. November 13, the steamship *Phœnicia*, bound with passengers and cargo for New York. There were inspected and passed 532 steerage passengers and 155 pieces of large baggage; 750 pieces of baggage were disinfected by steam. The rejection of 41 steerage passengers was advised.

Smallpox at Naples.

During the week ended November 15, 1902, there was officially reported at Naples 1 case of smallpox with no deaths.

Asiatic cholera in Egypt.

Under date of November 10, 1902, there were reported in all Egypt, 16 new cases of cholera and 15 deaths. Thirty-five cases remained under observation and treatment. Cairo, Luxor, Assuan, and the Sudan were declared free from the disease.

J. M. EAGER,
Passed Assistant Surgeon.

The SURGEON-GENERAL.

JAPAN.

Report from Yokohama—Plague and cholera.

YOKOHAMA, JAPAN, November 7, 1902.

For the week ended November 1, 1902, there were inspected 3 vessels having an aggregate personnel of 333 crew and 810 passengers. Four hundred and ninety-five steerage passengers were bathed, and 545 pieces of baggage were disinfected. One vessel, the United States flagship *New York*, was granted a bill of health without inspection.

The case of suspected plague reported by me as having occurred in Yokohama on the 24th ultimo has recently been officially announced as a genuine case of pest. An additional genuine case of pest occurred on the 30th ultimo, proving fatal on the 2d instant. Both of these cases, it appears, occurred among the quarantined population. The measures taken by the authorities seem stringent; a number of houses in the infected vicinity have been destroyed by fire as a sanitary measure.

As regards the Empire the cholera situation seems to be improving, though no recent statistics are at my disposal.

An official report shows that there have occurred in Kanagawa Ken, the prefecture in which Yokohama is situated, 6 cases of cholera with 5 deaths, up to October 18. No cases of cholera have, however, been recently reported to me in this vicinity.

DUNLOP MOORE,
Assistant Surgeon.

The SURGEON-GENERAL.

LOURENÇO MARQUEZ.

No plague in the Magude district.

LOURENÇO MARQUEZ, October 27, 1902.

The United States consul at Lourenço Marquez reports that no plague has been reported in the Magude district since September 12.

NORWAY.

Royal proclamation.

The consul-general at Christiania reports, November 14, 1902, as follows:

It is hereby ordered, in compliance with section 2 in law of July 12, 1848, relating to quarantine, that the city of Buenos Ayres and the